

Appendix D

Calculation Reference: AUDIT-247601-200826-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANSSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	3 days
HC HAMPSHIRE	1 days
HF HERTFORDSHIRE	1 days
KC KENT	4 days
SC SURREY	2 days
WS WEST SUSSEX	4 days
03 SOUTH WEST	
DV DEVON	2 days
04 EAST ANGLIA	
NF NORFOLK	3 days
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
ST STAFFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	1 days
NY NORTH YORKSHIRE	2 days
SY SOUTH YORKSHIRE	1 days
09 NORTH	
DH DURHAM	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 50 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	7 days
Thursday	7 days
Friday	4 days
Saturday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	20

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	29
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	31 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	10 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	10 days
No	21 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	31 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
6	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
7	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
8	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	06/07/19	Survey Type: MANUAL
11	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYPHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
12	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
13	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
14	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
15	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK SCUNTHORPE		
	Edge of Town No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 70		
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
18	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone Total No of Dwellings: 275		
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
19	NR-03-A-01	HOUSES	NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 102		
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL
20	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52		
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
21	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category Total No of Dwellings: 71		
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
22	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone Total No of Dwellings: 71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
23	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone Total No of Dwellings: 207		
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73		
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL		
	Edge of Town Residential Zone Total No of Dwellings: 54		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
27	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
29	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
30	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
31	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	147	0.012	31	147	0.035	31	147	0.047
08:00 - 09:00	31	147	0.032	31	147	0.080	31	147	0.112
09:00 - 10:00	31	147	0.035	31	147	0.036	31	147	0.071
10:00 - 11:00	31	147	0.029	31	147	0.037	31	147	0.066
11:00 - 12:00	31	147	0.027	31	147	0.026	31	147	0.053
12:00 - 13:00	31	147	0.033	31	147	0.024	31	147	0.057
13:00 - 14:00	31	147	0.027	31	147	0.028	31	147	0.055
14:00 - 15:00	31	147	0.030	31	147	0.035	31	147	0.065
15:00 - 16:00	31	147	0.071	31	147	0.042	31	147	0.113
16:00 - 17:00	31	147	0.058	31	147	0.033	31	147	0.091
17:00 - 18:00	31	147	0.050	31	147	0.025	31	147	0.075
18:00 - 19:00	31	147	0.035	31	147	0.039	31	147	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.439			0.440			0.879

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix E

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begin: 24-Feb-18

Channel: Northbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	24/02/2018	25/02/2018	26/02/2018	27/02/2018	28/02/2018	01/03/2018	02/03/2018	Av	Av
00:00	4	3	0	0	3	0	0	1	1
01:00	0	2	0	0	0	1	1	0	1
02:00	1	0	0	2	0	2	1	1	1
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	1	3	1	1	1
05:00	5	2	6	9	6	6	3	6	5
06:00	9	5	22	12	15	11	9	14	12
07:00	14	9	63	50	61	46	32	50	39
08:00	25	15	63	54	64	50	29	52	43
09:00	26	16	50	29	54	32	17	36	32
10:00	27	29	30	26	38	22	18	27	27
11:00	37	28	28	27	27	15	26	25	27
12:00	25	17	33	41	23	20	15	26	25
13:00	21	25	27	27	34	28	11	25	25
14:00	31	17	31	23	23	20	23	24	24
15:00	20	17	26	24	50	30	16	29	26
16:00	16	7	24	23	21	22	10	20	18
17:00	6	11	21	24	21	20	17	21	17
18:00	14	8	11	14	13	3	6	9	10
19:00	8	4	8	4	9	4	6	6	6
20:00	2	3	5	4	10	1	1	4	4
21:00	4	1	2	2	3	3	2	2	2
22:00	2	2	3	2	1	1	3	2	2
23:00	5	1	2	2	2	4	7	3	3

12H,7-19	262	199	407	362	429	308	220	345	312
16H,6-22	285	212	444	384	466	327	238	372	337
18H,6-24	292	215	449	388	469	332	248	377	342
24H,0-24	302	222	456	400	479	344	254	387	351

Am	11:00	10:00	08:00	08:00	08:00	08:00	07:00 -	-	
Peak	37	29	63	54	64	50	32	53	47
Pm	14:00	13:00	12:00	12:00	15:00	15:00	14:00 -	-	
Peak	31	25	33	41	50	30	23	35	33

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begins: 03-Mar-18

Channel: Northbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	03/03/2018	04/03/2018	05/03/2018	06/03/2018	07/03/2018	08/03/2018	09/03/2018	Av	Av
00:00	2	1	0	0	-	-	-	0	0
01:00	0	1	0	1	-	-	-	1	1
02:00	0	0	1	1	-	-	-	1	1
03:00	0	0	0	1	-	-	-	1	0
04:00	1	0	3	1	-	-	-	2	2
05:00	2	2	8	8	-	-	-	8	6
06:00	5	4	23	23	-	-	-	23	18
07:00	11	9	64	62	-	-	-	63	48
08:00	20	12	59	66	-	-	-	63	49
09:00	29	17	43	45	-	-	-	44	38
10:00	33	23	35	30	-	-	-	33	31
11:00	20	32	29	17	-	-	-	23	24
12:00	19	20	23	25	-	-	-	24	23
13:00	18	17	23	32	-	-	-	28	25
14:00	15	12	29	26	-	-	-	28	24
15:00	19	21	30	28	-	-	-	29	26
16:00	19	10	28	28	-	-	-	28	24
17:00	14	9	18	29	-	-	-	24	20
18:00	9	13	17	11	-	-	-	14	13
19:00	8	9	7	9	-	-	-	8	8
20:00	2	7	5	2	-	-	-	4	4
21:00	6	2	2	4	-	-	-	3	3
22:00	3	6	3	4	-	-	-	4	4
23:00	2	1	2	0	-	-	-	1	1
12H,7-19	226	195	398	399	-	-	-	399	345
16H,6-22	247	217	435	437	-	-	-	436	378
18H,6-24	252	224	440	441	-	-	-	441	383
24H,0-24	257	228	452	453	-	-	-	453	393
Am	10:00	11:00	07:00	08:00	-	-	-	-	-
Peak	33	32	64	66	-	-	-	65	56
Pm	16:00	15:00	15:00	13:00	-	-	-	-	-
Peak	19	21	30	32	-	-	-	31	28

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begins: 24-Feb-18

Channel: Southbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	24/02/2018	25/02/2018	26/02/2018	27/02/2018	28/02/2018	01/03/2018	02/03/2018	Av	Av
00:00		5	4	5	1	3	5	2	3
01:00		1	3	0	0	1	0	0	1
02:00		0	2	2	2	1	2	1	1
03:00		2	1	2	0	3	3	4	2
04:00		1	1	1	3	3	6	3	3
05:00		1	2	4	5	3	3	0	3
06:00		3	1	9	7	5	9	3	7
07:00		13	5	10	9	15	11	10	11
08:00		17	10	35	21	32	28	22	28
09:00		12	17	22	25	32	26	10	23
10:00		13	11	24	20	23	22	25	23
11:00		22	11	22	27	26	22	22	24
12:00		24	24	36	27	24	27	21	27
13:00		17	26	25	24	26	35	24	27
14:00		33	20	32	28	34	31	21	29
15:00		30	18	41	29	58	34	24	37
16:00		25	30	52	41	51	29	24	39
17:00		27	31	55	56	54	40	29	47
18:00		21	16	21	27	28	14	13	21
19:00		16	9	15	11	11	7	8	10
20:00		10	3	8	9	8	0	7	6
21:00		12	4	8	6	5	7	3	6
22:00		8	4	8	10	10	7	5	8
23:00		5	3	2	1	5	5	4	3

12H,7-19	254	219	375	334	403	319	245	335	307
16H,6-22	295	236	415	367	432	342	266	364	336
18H,6-24	308	243	425	378	447	354	275	376	347
24H,0-24	318	256	439	389	461	373	285	389	360

Am	11:00	09:00	08:00	11:00	09:00	08:00	10:00	-	-
Peak	22	17	35	27	32	28	25	29	27
Pm	14:00	17:00	17:00	17:00	15:00	17:00	17:00	-	-
Peak	33	31	55	56	58	40	29	48	43

K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

Site No: 22655001

Grid Reference: SU97019,06360

Tye Lane, Walberton (Hedge)

Vehicle Count Report

Week Begins: 03-Mar-18

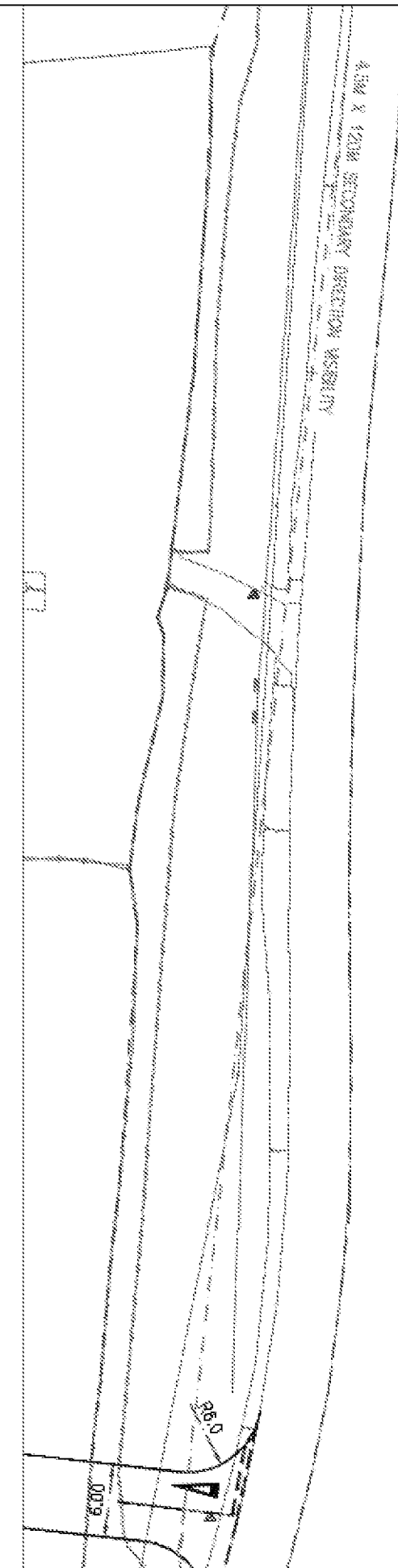
Channel: Southbound

Time	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
Begin	03/03/2018	04/03/2018	05/03/2018	06/03/2018	07/03/2018	08/03/2018	09/03/2018	Av	Av
00:00	4	6	3	4	-	-	-	4	4
01:00	2	2	0	0	-	-	-	0	1
02:00	0	3	2	2	-	-	-	2	2
03:00	2	0	0	0	-	-	-	0	0
04:00	5	2	5	4	-	-	-	5	4
05:00	1	4	2	2	-	-	-	2	2
06:00	2	3	1	6	-	-	-	4	3
07:00	3	3	18	16	-	-	-	17	13
08:00	10	7	34	32	-	-	-	33	26
09:00	21	19	24	27	-	-	-	26	24
10:00	23	13	25	19	-	-	-	22	21
11:00	26	19	27	21	-	-	-	24	24
12:00	25	28	30	29	-	-	-	30	29
13:00	25	18	29	21	-	-	-	25	24
14:00	18	23	33	30	-	-	-	32	28
15:00	16	18	30	46	-	-	-	38	32
16:00	31	30	50	55	-	-	-	53	46
17:00	23	21	63	48	-	-	-	56	46
18:00	11	14	29	39	-	-	-	34	28
19:00	11	10	22	23	-	-	-	23	19
20:00	6	9	11	10	-	-	-	11	10
21:00	7	5	14	7	-	-	-	11	9
22:00	5	3	5	8	-	-	-	7	6
23:00	11	1	5	7	-	-	-	6	6
12H,7-19	232	213	392	383	-	-	-	388	340
16H,6-22	258	240	440	429	-	-	-	435	381
18H,6-24	274	244	450	444	-	-	-	447	393
24H,0-24	288	261	462	456	-	-	-	459	406
Am	11:00	11:00	08:00	08:00	-	-	-	-	-
Peak	26	19	34	32	-	-	-	33	30
Pm	16:00	16:00	17:00	16:00	-	-	-	-	-
Peak	31	30	63	55	-	-	-	59	51

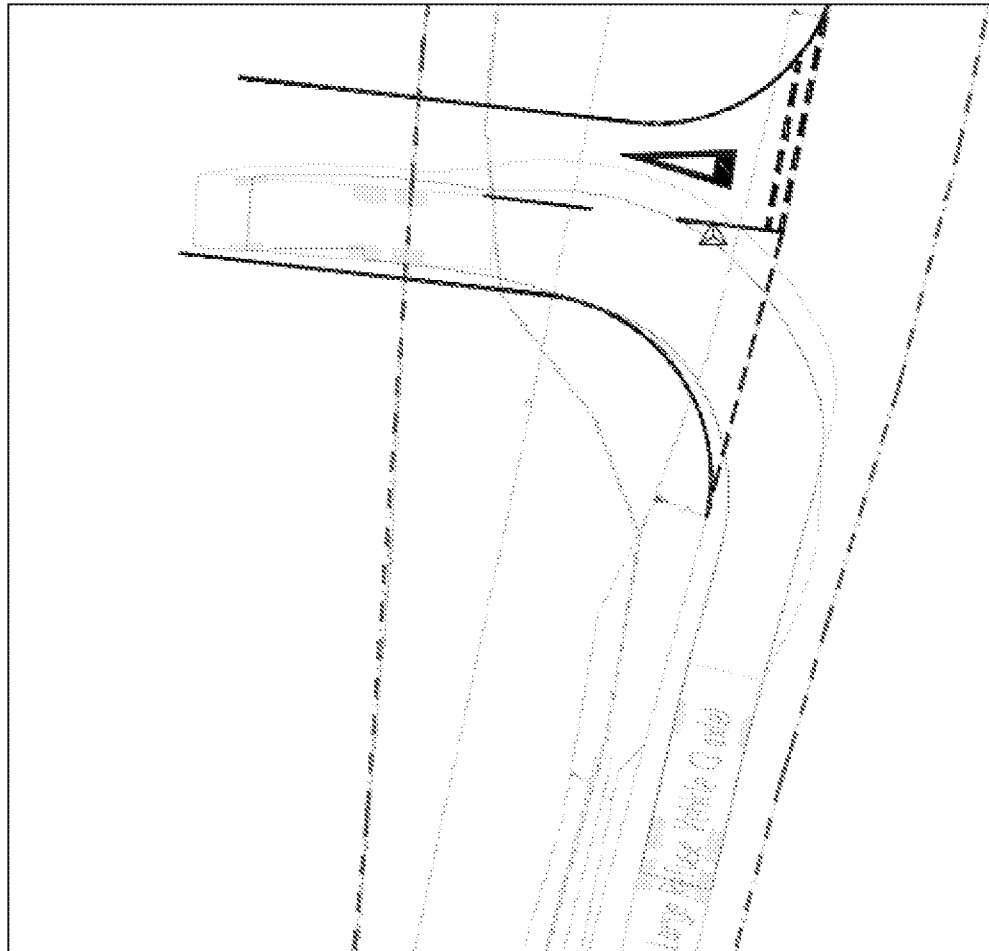
K & M TRAFFIC SURVEYS

Created at 13:04:46 on 13 Mar 2018

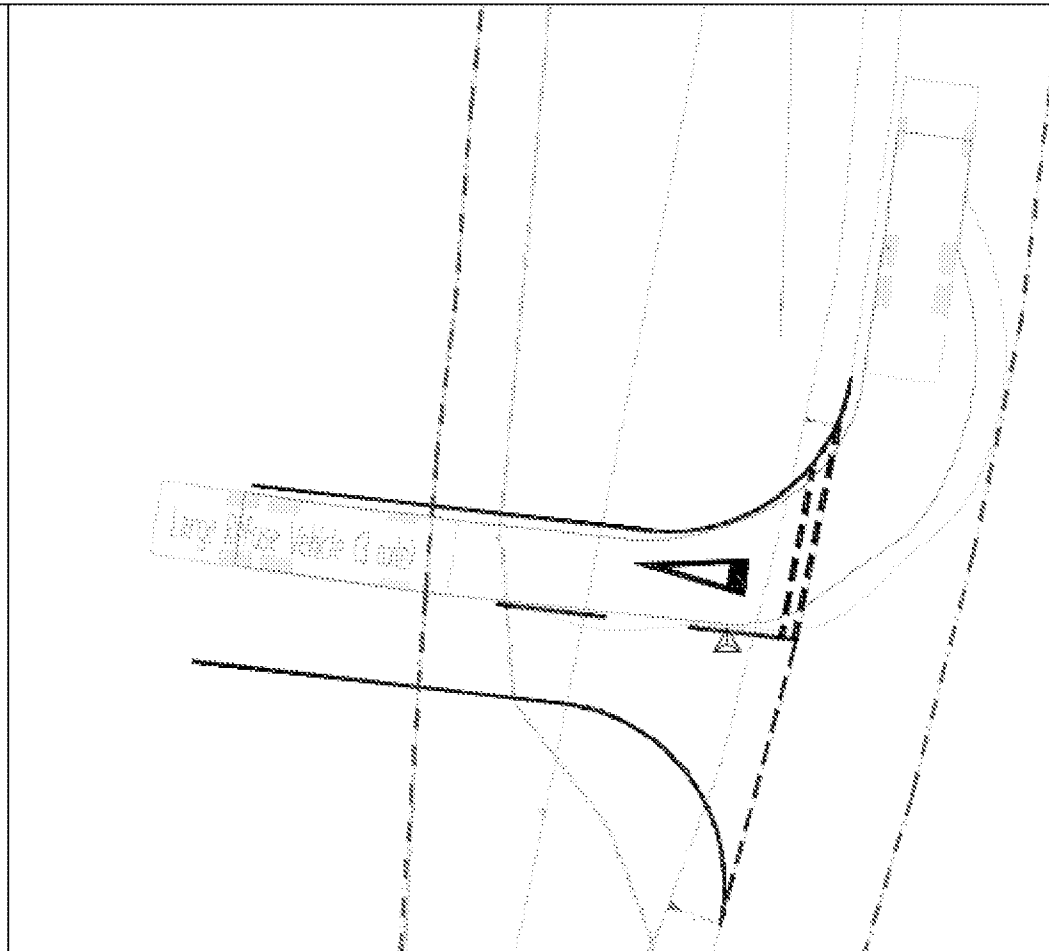
Appendix F



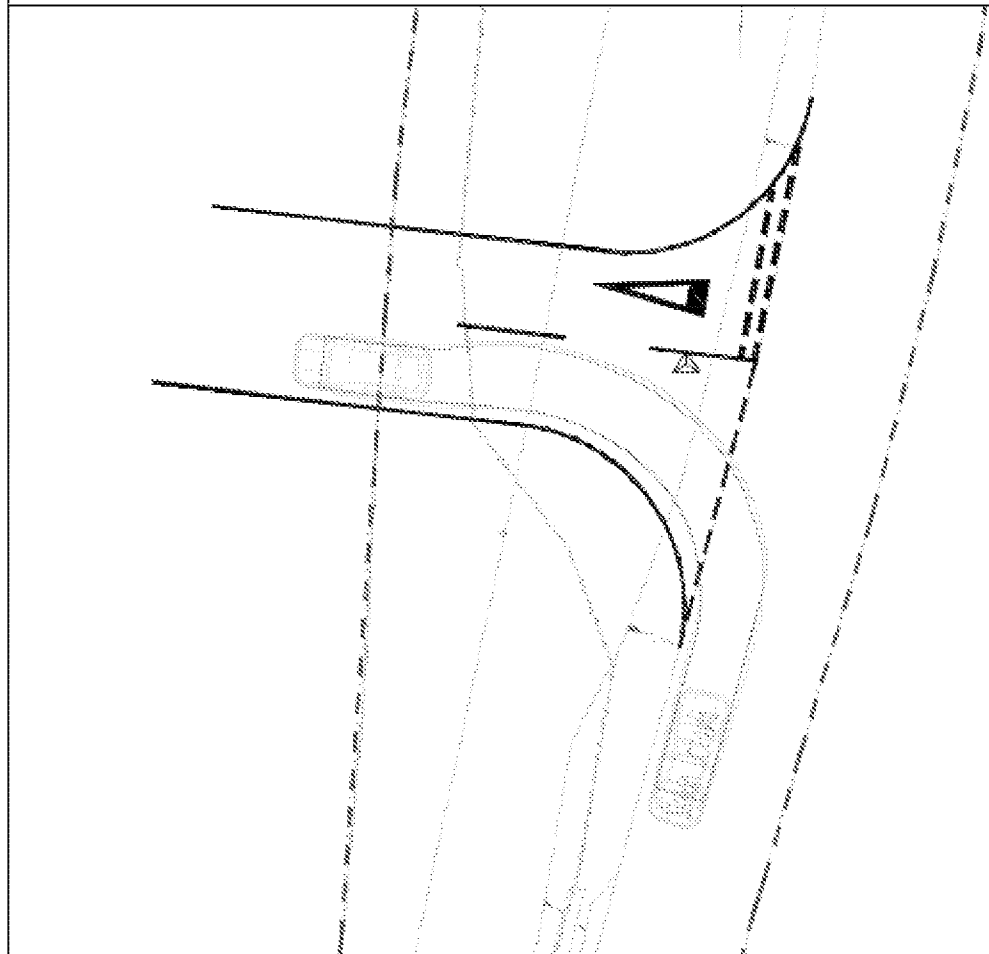
Project Name LAND WEST OF TYE LANE WALBERTON	Title ACCESS DESIGN AND VISIBILITY SPLAYS	 paul basham associates 1700 Rosslyn Avenue, Suite 100 The Grove, South Lakes, Virginia, VA 22079 (703) 771-1200 www.paulbashamassociates.com	 DAVID WILSON HOMES 14070 GULLY CREEK	Checked By JT	Checked Date 20.08.20	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY ARUN DISTRICT COUNCIL WA/68/20/OUT				Drawn By BR	Drawn Date 18.08.20	Client Drawing No. -	PBA Drawing No. 041.0071.001	Revision A



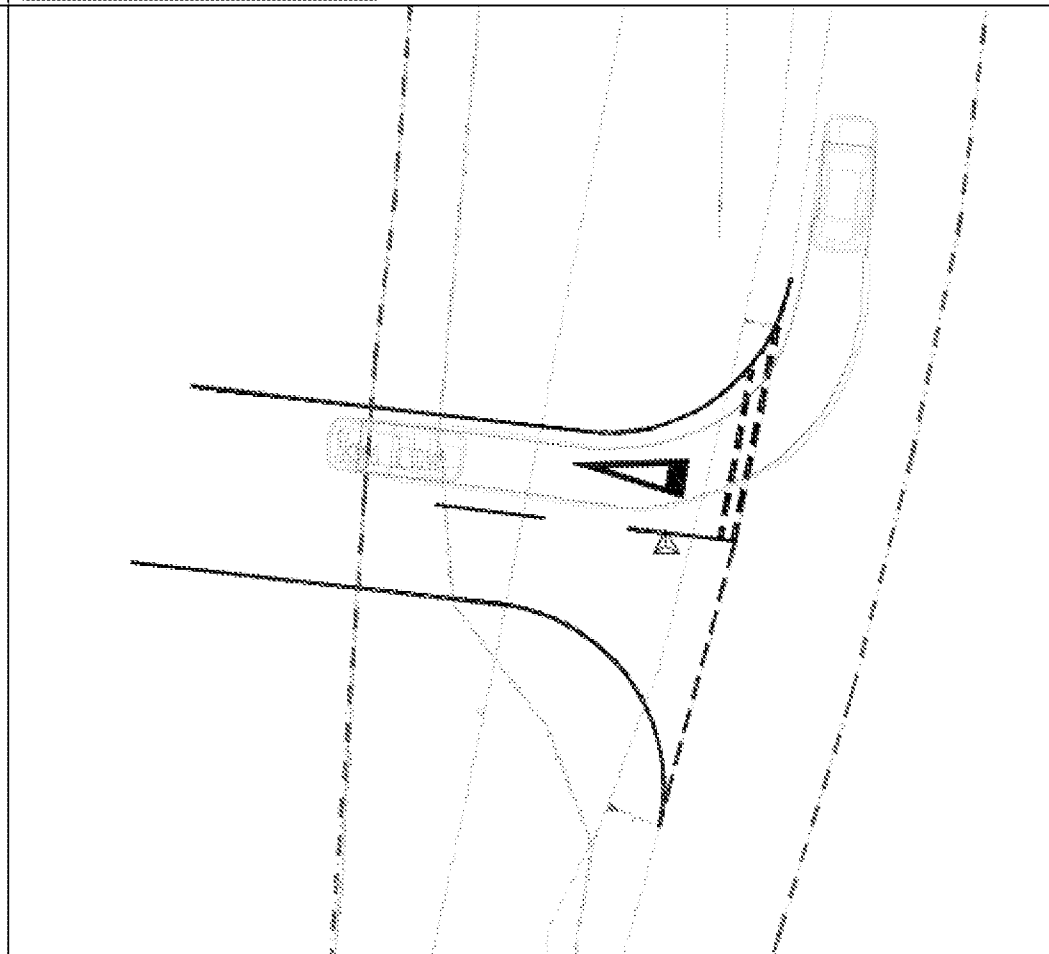
REFUSE VEHICLE LEFT IN



REFUSE VEHICLE LEFT OUT



CAR LEFT IN



CAR LEFT OUT

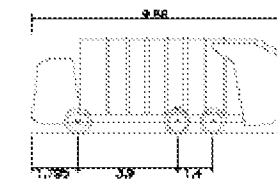
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PALIL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES --- THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
- HIGHWAY BOUNDARY MAPPING WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL IN 2018, WITH ADDITIONAL LIAISON WITH REGARDS TO AN OWNERSHIP QUERY ON TYE LANE UNDERTAKEN IN AUGUST 2020.

KEY

----- HIGHWAY BOUNDARY MAPPING

REFUSE VEHICLE PROFILE



Large Refuse Vehicle (3 axle)
Overall Length 9.660m
Overall Width 2.450m
Overall Body Height 2.614m
Min Body Ground Clearance 0.250m
Max Track Width 4.00m
Lock to lock time 1.75m
Kerb to Kerb Turning Radius 9.500m

CAR VEHICLE PROFILE



Skoda Octavia
Overall Length 4.573m
Overall Width 1.769m
Overall Body Height 1.468m
Min Body Ground Clearance 0.213m
Max Track Width 4.00m
Lock to lock time 1.75m
Kerb to Kerb Turning Radius 5.100m

Rev	Description	Date	By	Chkd
A	UPDATED CLIENT LOGO	21.08.20	SB	SB

Project Name LAND WEST OF TYE LANE WALSERTON	Title ACCESS VEHICLE TRACKING	 Paul Basham associates Plot Station, Saxonville Lot The Works, Saxonville Way, Farnham, Surrey GU10 2PT 01253 751100 info@paulbashamassociates.co.uk www.paulbashamassociates.co.uk	Client  DAVID WILSON HOMES WHERE QUALITY LIVES	Checked By JL	Checked Date 20.08.20	Scale 1:250 (AT A3 SIZE)			
Project Phase PRELIMINARY ARUN DISTRICT COUNCIL WA/68/20/OUT				Drawn By SB	Drawn Date 18.08.20	Client Drawing No. -	PSA Drawing No. 041.0071.002	Revisions A	

Appendix G



Road Safety Audit Stage 1
Proposed Section 278 Works
Tye Lane
Walberton
West Sussex

Date: 7th September 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land West of Tye Lane, Walberton

Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/041.0071/TL/1/MM

Record of Issue

Document Ref 041.0071.S1RSA/1	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		7 th September 2020
Designers Response	Shannon Betteridge	Mark Smith		9 th September 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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Appendix B..... Comment location drawing	
Appendix C..... Road Safety Audit Decision Log.	
Appendix D..... Design Organisation Statement.	
Appendix E..... Overseeing Organisation Statement.	

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works on Tye Lane, Walberton associated with a residential development of 160-units.

- Priority junction, on the western side of Tye Lane London Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA– Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme during the morning of the 1st September 2020 between 10:30 and 11:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were no pedestrian flows and no cyclist movements observed during the site visit; however, the audit was undertaken in the Covid-19 outbreak.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. No traffic flow was provided to the Audit Team.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed junction with Tye Lane:

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

Visibility splays at the junctions have been provided, which are considered acceptable; however, the verge within the splays is banked see figures 1 & 2 below. There is concern that banking and landscaping exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.



Figures 1 & 2; Banking and vegetation within the visibility splays.

RECOMMENDATION

It is recommended that the banks and associated landscaping within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 7/09/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 7/09/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
041.0071.001	Access Design and Visibility Splays
041.0071.002	Access Vehicle Tracking
SK-01 P7	Sketch Layout – 01

Supporting Documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

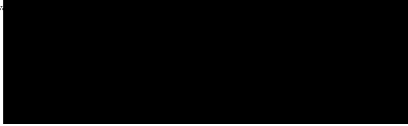
Scheme: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)

Date Audit Completed: 4th September 2020

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Visibility splays at the junctions have been provided, which are considered acceptable; however, the verge within the splays is banked see figures 1 & 2. There is concern that banking and landscaping exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.	It is recommended that the banks and associated landscaping within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.	Agree – any vegetation within the visibility splay from the site access falls within either the clients land ownership or within highway ownership and so will be maintained to below 600mm as is required in Manual for Streets. This has been added to drawing note Visibility Splays no.2 on drawing 041.0071.001.A.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	09.09.20

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, Tye Lane, Walberton - (Land West of Tye Lane)	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix H



Road Safety Audit Stage 1
Proposed Section 278 Works
The Street
Walberton
West Sussex

Date: 7th September 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land West of Tye Lane, Walberton

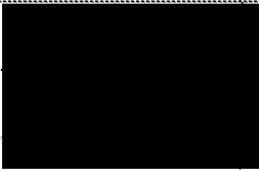
Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/041.0071/TS/1/MM

Record of Issue

Document Ref 041.0071.S1RSA/1	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		7 th September 2020
Designers Response	Shannon Betteridge	Mark Smith		9 th September 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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Appendix D..... Design Organisation Statement.	
Appendix E..... Overseeing Organisation Statement.	

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works on The Street, Walberton associated with a residential development of 160-units, as detailed below:

- Tye Lane / The Street (existing arrangement) to include for a new pedestrian crossing facility on The Street, approximately 20m east of the Tye Lane / The Street junction.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA– Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme during the morning of the 1st September 2020 between 10:30 and 11:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were low pedestrian flows and no cyclist movements observed during the site visit; however, the audit was undertaken in the Covid-19 outbreak
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. No traffic flow was provided to the Audit Team.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Tye Lane junction with The Street.

Summary: Restricted visibility could lead to side impact or rear end shunt collisions.

The eastern visibility splay is restricted by existing vegetation - see figure 1 below. Restricted visibility could lead to could lead to side impact or rear end shunt collisions.



Figure 1: Hedge line restricts visibility at junction.

RECOMMENDATION

It is recommended that the visibility splays should be free of obstruction.

3.4 **Non-Motorised User Provision**

3.4.1 **PROBLEM**

Location: Tye Lane junction with The Street.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility impaired and may lead to pedestrian trips and falls and present difficulties for the visually and mobility impaired.

RECOMMENDATION

It is recommended that crossing points including drop kerbs and tactile paving should be provided.

3.4.2 **PROBLEM**

Location: Tye Lane junction with The Street.at the eastern radius

Summary: Insufficient intervisibility could lead to lead to rear end shunt or vehicle to pedestrian collisions.

Vegetation restricts intervisibility for pedestrians crossing where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.



Figure 2: Hedge line restricts intervisibility.

RECOMMENDATION

It is recommended that the intervisibility splays should not be obstructed and that the hedge line should be cut back.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Tye Lane junction with The Street.

Summary: Worn road markings could lead to side impact or rear end shunt collisions.

The Give Way markings at the junction are worn – see figure 3 below, where a lack of warning of the need to give way to traffic on The Street could lead to vehicles failing to stop and entering The Street or late braking and stopping suddenly. This could lead side impact or rear end shunt collisions.



Figure 3: Worn carriageway markings.

RECOMMENDATION:

It is recommended that the markings should be refreshed.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

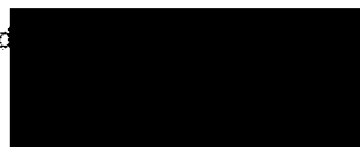
5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed



Date: 7/09/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 7/09/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
041.0071.003	Pedestrian Crossing and Visibility Splay on The Street
SK-01 P7	Sketch Layout – 01

Supporting Documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)

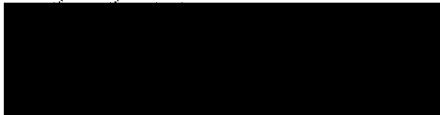
Date Audit Completed: 4th September 2020

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 The eastern visibility splay is restricted by existing vegetation - see figure 1. Restricted visibility could lead to could lead to side impact or rear end shunt collisions.	It is recommended that the visibility splay should be free of obstruction.	Agree – Give way lining brought forward by 0.7m to enable visibility splays to be improved, and the radii of the junction tightened. This maintains a major road width of 6m and improves visibility in both the primary and secondary direction. This is demonstrated in drawing no. 041.0071.004 It has also been demonstrated that the proposed junction improvements will not restrict larger vehicle manoeuvres with refuse vehicles able to pass cars simultaneously at the junction as demonstrated in drawing 041.0071.005		
3.4.1 There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility impaired and may lead to	It is recommended that crossing points including drop kerbs and tactile paving should be provided.	The revisions proposed to the junction as discussed in point 3.3.1 will enable a dropped kerb and tactile paving crossing to be provided, which is currently not provided as insufficient highway land available on eastern side of the junction. The proposed arrangement therefore		

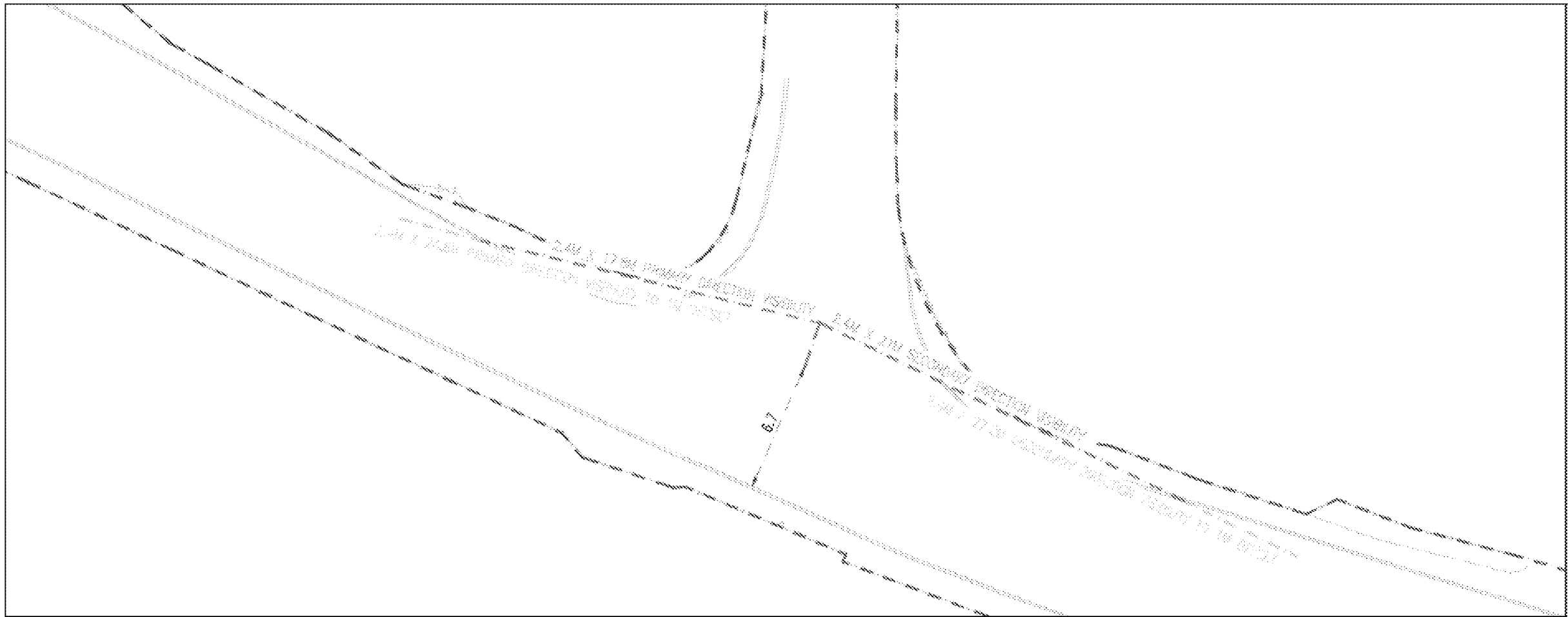
pedestrian trips and falls and present difficulties for the visually and mobility impaired.		provides a betterment to both non-motorised users safety and visibility in this location. Again, see drawing no. 041.0071.004		
3.4.2 Vegetation restricts intervisibility for pedestrians crossing, see figure 2 where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.	It is recommended that the intervisibility splays should not be obstructed and that the hedge line should be cut back	Visibility is improved in this location through the proposed arrangement as discussed previously. Non-motorised users would be able to see along Tye Lane as the crossing point is provided with sight lines heading north on Tye Lane.		
3.5.1 The Give Way markings at the junction are worn – see figure 3, where a lack of warning of the need to give way to traffic on The Street could lead to vehicles failing to stop and entering The Street or late braking and stopping suddenly. This could lead side impact or rear end shunt collisions.	It is recommended that the markings should be refreshed.	Agree – As the proposed arrangement will result in the give way lining being brought forward, the road markings will be re-provided and improved.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	09.09.20

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Proposed S278 Works, The Street, Walberton - (Land West of Tye Lane)	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

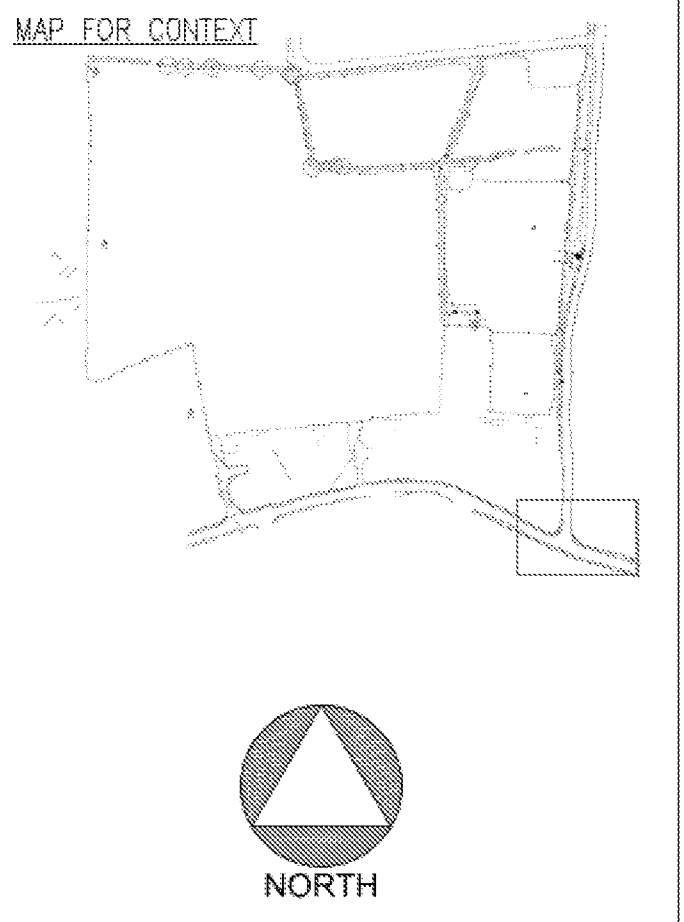
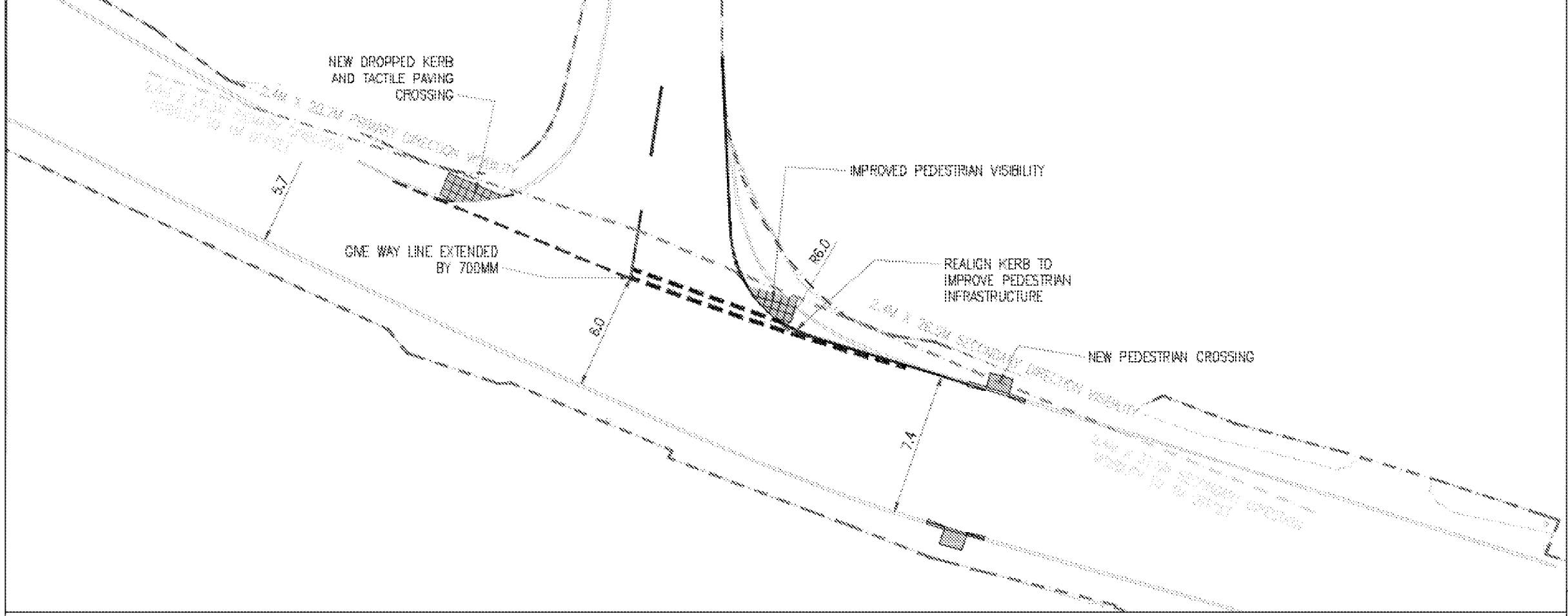


- ### GENERAL NOTES
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
 3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES --- THIS MUST BE TREATED AS INDICATIVE ONLY.
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 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
 6. HIGHWAY BOUNDARY MAPPING WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL IN 2018, WITH ADDITIONAL LIAISON WITH REGARDS TO AN OWNERSHIP QUERY ON TYE LANE UNDERTAKEN IN AUGUST 2020.

KEY

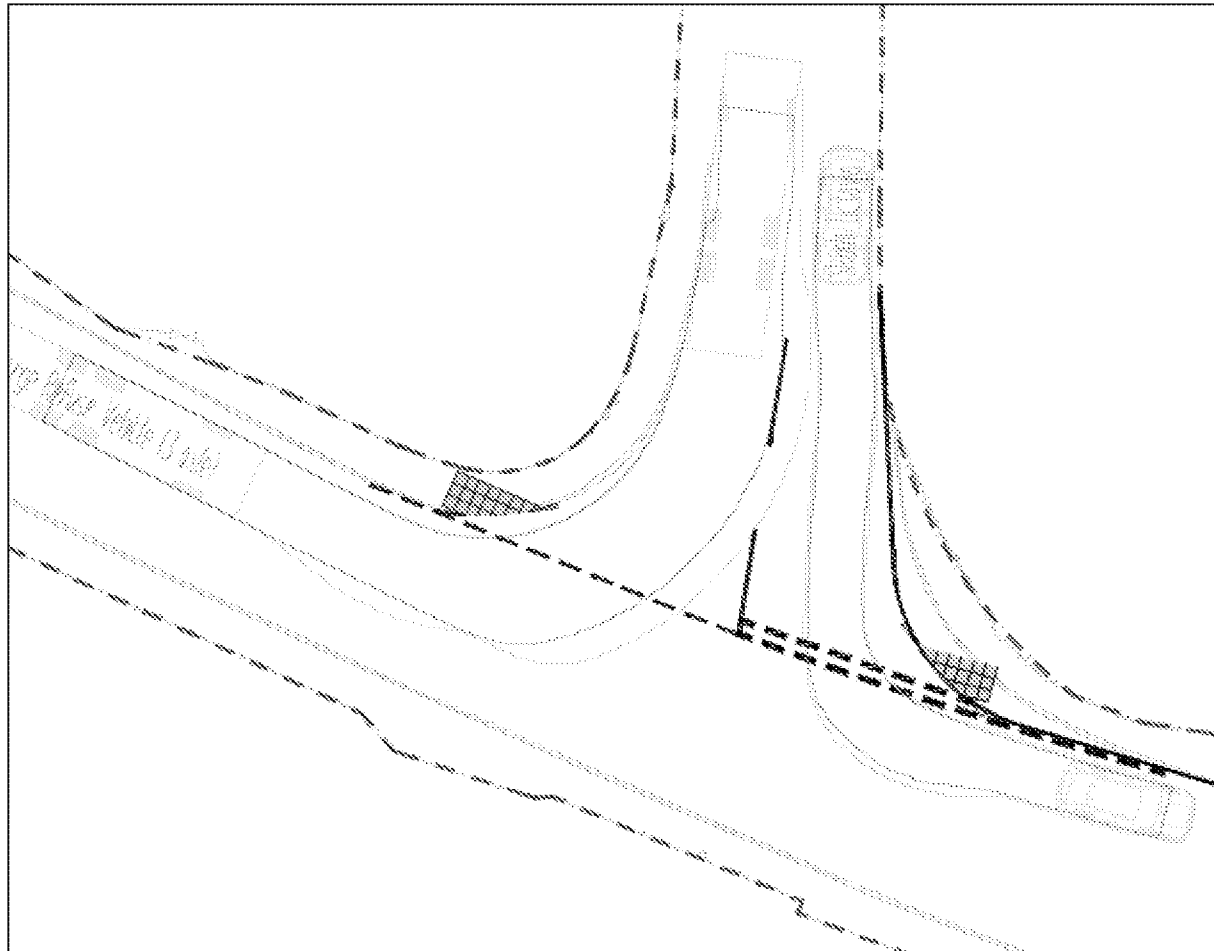
----- HIGHWAY BOUNDARY MAPPING

EXISTING VISIBILITY SPLAYS

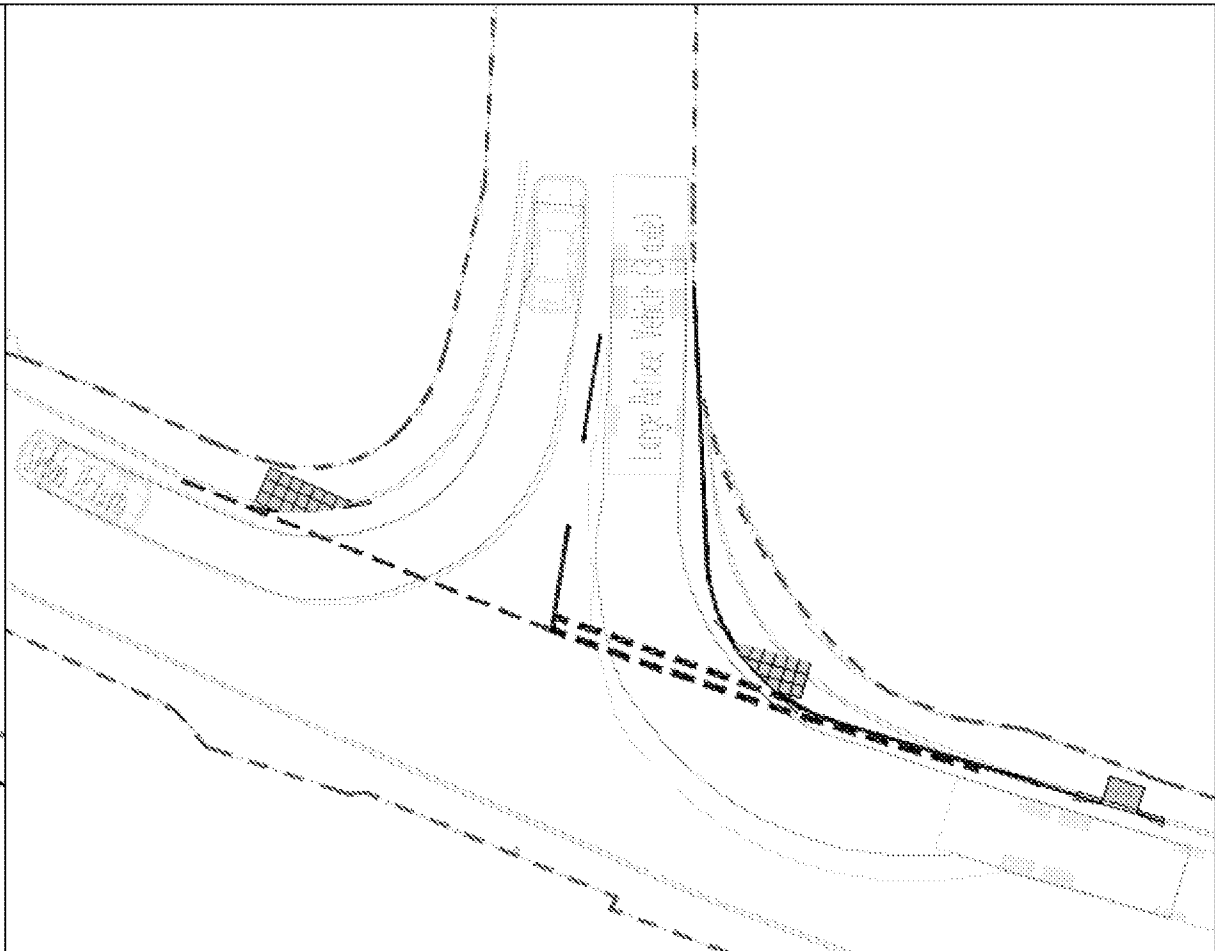


PROPOSED VISIBILITY SPLAYS AND JUNCTION IMPROVEMENTS

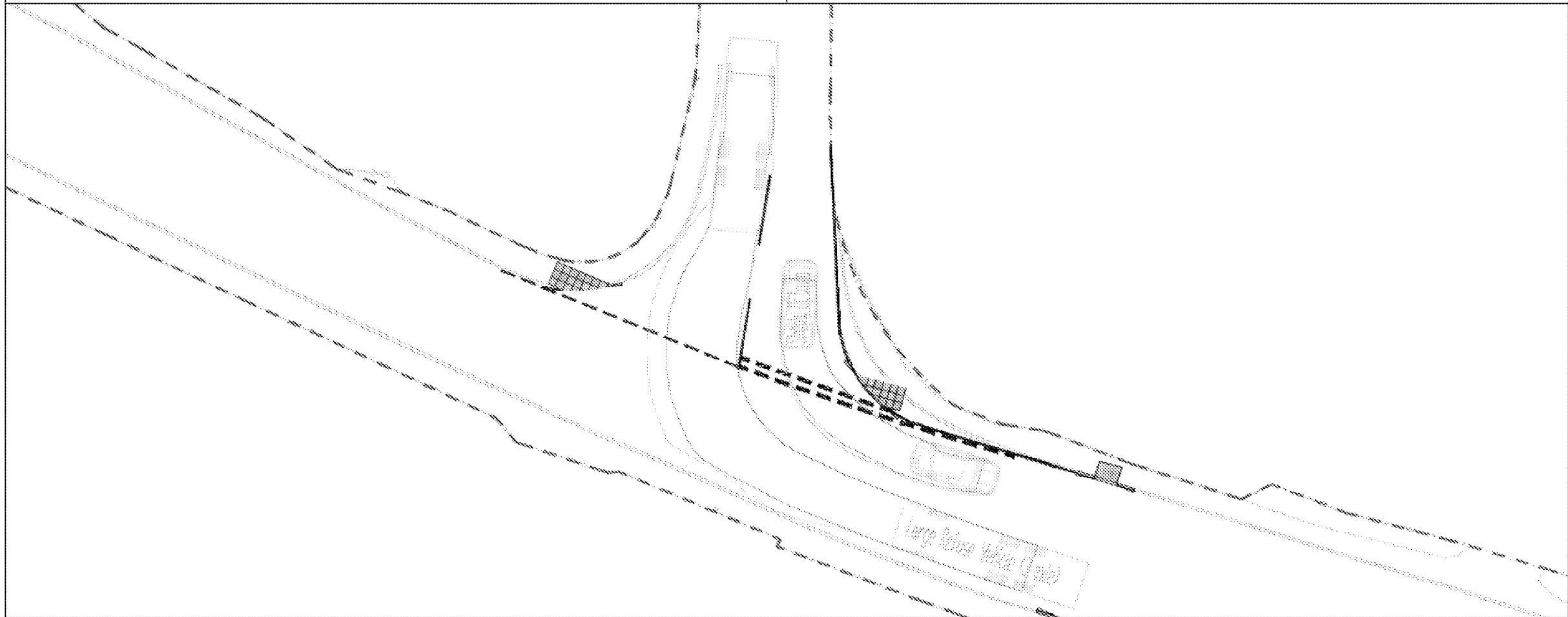
Project Name LAND WEST OF TYE LANE WALSERTON	Title VISIBILITY SPLAY AND JUNCTION IMPROVEMENTS AT THE STREET/TYE LANE JUNCTION	 paulbasham associates 1100 Station Approach Ltd The Downs, Farnham Road, Farnham, Wiltshire SP14 5JF 01256 270 000 info@paulbashamassociates.co.uk www.paulbashamassociates.co.uk	Client  DAVID WILSON HOMES WARRI, BUNNY LANE	Checked By MS	Checked Date 11.08.20	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY ARUN DISTRICT COUNCIL WA/68/20/OUT				Drawn By DB	Drawn Date 07.08.20	Client Drawing No. -	PBA Drawing No. 041.0071.004	Revisions -	



REFUSE VEHICLE LEFT IN - CAR LEFT OUT



REFUSE VEHICLE LEFT OUT - CAR LEFT IN



CAR TRACKING LEFT OUT - REFUSE RIGHT IN

CAR TRACKING LEFT IN

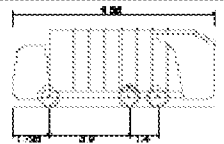
GENERAL NOTES

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KEY

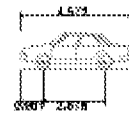
----- HIGHWAY BOUNDARY MAPPING

REFUSE VEHICLE PROFILE



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.760m
Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

CAR VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.455m
Min Body Ground Clearance	0.413m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rev	Description	Date	By	Chkd
-	-	-----	--	--

Project Name LAND WEST OF TYE LANE WALSERTON	Title JUNCTION TRACKING	Paul Basham Associates The Old Rectory, Church Road, Tunbridge Wells, Kent TN11 3JF 01892 770100 www.paulbashamassociates.co.uk	Client DAVID WILSON HOMES WARRINGTON LANE	Checked By MB	Checked Date 15.08.20	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY ARUN DISTRICT COUNCIL WA/68/20/OUT				Drawn By MB	Drawn Date 14.08.20	Client Drawing No. -	PSA Drawing No. 041.0071.005	Revisions -	

Appendix I

